



U.S. Department  
of Homeland Security  
**United States  
Coast Guard**

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**LOCAL NOTICE TO MARINERS  
WEEKLY EDITION**

**District: 5**

**Week: 50/05**

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

[HTTP://www.navcen.uscg.gov](http://www.navcen.uscg.gov)

The weekly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District. This edition should be retained as a reference for subsequently issued Weekly Supplements. The Local Notice to Mariners (LNM) is updated each Tuesday on the U.S. Coast Guard Navigation Center website at [www.navcen.uscg.gov/lnm/d5](http://www.navcen.uscg.gov/lnm/d5). If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (oan)  
431 Crawford Street, Portsmouth, Virginia 23704  
Telephone (Day) : 1-757-398-6486/6552

Coast Guard Customer Infoline (8:00 a.m. - 4:00 p.m.): 1-800-368-5647.  
Hearing Impaired (TDD) 1-800-689-0816

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2005 EDITION  
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (38th) Edition  
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition  
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

NAVIGATIONAL INTERNET SITES

CHART CORRECTION

<http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

2005 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

Coast Pilot Corrections

<http://nauticalcharts.noaa.gov/ncd/cpdownload.htm>

D5 LNM on Internet/Archived Back Issues for 2005

<http://www.navcen.uscg.gov/lnm/d5>

Chesapeake Bay Weather Buoys

<http://www.cbos.org/client.cgi>

NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

Tides on Line

<http://www.tidesonline.nos.noaa.gov>

Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

Weather

<http://www.intellicast.com/>

District 5 Local Notice To Mariners for correspondence

[http://william.r.jones@uscg.mil](mailto:william.r.jones@uscg.mil)

### BROADCAST NOTICES TO MARINERS

This section contains corrections to federal and private Aids to Navigation, as well as NOS Corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BMNs) have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5)- 036-05, 037-05, 647-05, 655-05 THRU 659-05, 670-05, 673-05, 674-05.

Sector Delaware Bay (DB)- 343-05

Sector Field Office Atlantic City (AC)- 393-05, 394-05, 396-05, 397-05, 398-05

Sector Baltimore (BA)- 660-05, 677-05, 687-05, 692-05, 695-05, 696-05, 700-05, 702-05, 703-05

Sector Hampton Roads (HR)- 474-05, 475-05, 477-05, 479-05, 481-05, 482-05, 484-05

Sector Field Office Eastern Shore (ES)- 141-05, 142-05, 145-05, 147-05, 148-05, 150-05

Sector North Carolina (NC)- 080-05, 139-05, 168-05, 176-05, 177-05, 184-05, 196-05, 197-05, 199-05

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## ABBREVIATIONS

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### A through I

ACOE - Army Corps of Engineers  
ADRIFT - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
B - Buoy  
BKW - Breakwater  
B - Refer to Light List  
BNM - Broadcast Notice to Mariner  
CG - Refer to Light List  
CHAN - Channel  
CGD - Coast Guard District  
CR - Refer to Light List  
C/O - Cut Off  
CONT - Contour  
CONSTR - Construction  
CRK - Creek  
CONST - Construction  
DBN - Daybeacon  
DBD/DAYBD - Dayboard  
DBN/DEST - Daybeacon Destroyed  
DBN IMCH - Daybeacon Improper  
Characteristic  
DISCON - Discontinued  
DMGD - Daybeacon Damaged  
EST - Established Aid  
EVAL - Evaluation  
EXT - Extinguished  
FL - Flashing  
FS - Fog Signal  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height  
ICW - Intracoastal Waterway  
IMCH - Improper Characteristic  
INL - Inlet  
INOP - Not Operating  
ISL - Islet  
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### K through M

KBG - Refer to Light List  
KBG-I - Refer to Light List  
KBR - Refer to Light List  
KBR-I - Refer to Light List  
KBW - Refer to Light List  
KGB - Refer to Light List  
KGB-I - Refer to Light List  
KGR - Refer to Light List  
KGR-I - Refer to Light List  
KGW - Refer to Light List  
KGW-I - Refer to Light List  
KRB - Refer to Light List  
KRB-I - Refer to Light List  
KRG - Refer to Light List  
KRG-I - Refer to Light List  
KRW - Refer to Light List  
KWB - Refer to Light List  
KWB-I - Refer to Light List  
KWG - Refer to Light List  
KWG-I - Refer to Light List  
KWR - Refer to Light List  
KWR-I - Refer to Light List  
LAT - Latitude  
LB - Lighted Buoy  
LBB - Lighted Bell Buoy  
LHB - Lighted Horn Buoy  
LGB - Lighted Gong Buoy  
LONG - Longitude  
LNM - Local Notice to Mariners  
LT - Light  
LT CONT - Light Continuous  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MISS - Missing  
MR - Refer to Light List  
MR-I - Refer to Light List

### N through Z

NB - Refer to Light List  
N/C - Not Charted  
ND - Refer to Light List  
NG - Refer to Light List  
NGA - National Geospatial-Intelligence Agency  
NL - Refer to Light List  
NO - Number  
NOS - National Ocean Service  
NR - Refer to Light List  
NW - Refer to Light List  
NW - Notice Writer  
NY - Refer to Light List  
OBSCU - Obscured  
OBST - Obstruction  
OBSTR - Obstruction  
PRIV - Private Aid  
RBN - Radio Beacon  
REBUILT - Aid Rebuilt  
RECOVERED - Aid Recovered  
RED - Red Buoy  
REDINT - Reduced Intensity  
RRL - Range Rear Light  
RELIGHTED - Aid Relighted  
RELOC - Relocated  
RESET ON STATION - Aid Reset on Station  
RFL - Range Front Light  
RIV - River  
SEC - Section  
SG - Green Square  
SG-SY - Green Square with Yellow Square  
SHL - Shoaling  
SND - Sound  
TEMP - Temporary Aid Change  
St M - Statute Mile  
TR - Red Triangle  
TRLB - Temporarily Replaced by Lighted Buoy  
TRLT - Temporarily Replaced by Light  
TR-TY - Red Triangle with Yellow Triangle  
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition: None

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## SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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### CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

### **CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION**

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision-s in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

### **AIDS TO NAVIGATION IN THE EIGHTH COAST GUARD DISTRICT AND LOCAL NOTICE TO MARINERS AS A RESULT OF HURRICANE KATRINA**

The damage from Hurricane Katrina is extensive, particularly along the Alabama, Mississippi, and Louisiana coasts. The Eighth Coast Guard District will not be publishing the Local Notices to Mariners for the GULF OF MEXICO or the MISSISSIPPI RIVER SYSTEM until further notice. Additionally, due to damage to Coast Guard broadcast facilities, marine safety information broadcasts issued via VHF-FM, HF, and NAVTEX New Orleans (NMG) will not be issued. As marine safety information becomes available, it will be broadcast via SafetyNET. Mariners should be aware that aids to navigation in these areas and on structures in the Gulf of Mexico may have been damaged or destroyed. Lighted and unlighted buoys may have been moved from charted position, damaged, sunk, extinguished, or otherwise made inoperative. Mariners should not rely completely upon the position or operation of an aid to navigation, but should also employ other methods of determining position as may be available. Wrecks and submerged obstructions may have been moved from charted locations and pipelines may become uncovered or moved due to the force of storm surges. Mariners should exercise caution and report aid to navigation discrepancies and hazards to navigation to the nearest Coast Guard unit.

### **NORTHERN RIGHT WHALE MIGRATION - ENCOUNTER REGULATIONS AND REQUIREMENTS**

The severely endangered Northern Right Whale may be encountered within 20-30 nautical miles of the Atlantic seaboard as they migrate from Florida to the Gulf of Maine. Right whales are slow moving animals that are prone to collisions with ships. Vessel operators are reminded to use caution and proceed at safe speeds in areas used by the Right Whales during this migration to minimize the possibility of collision with ships and vessels. Intentionally approaching within 500 yards of Right Whales is prohibited and is in violation of federal law. A minimum distance of 500 yards must be maintained from a sighted whale. NOAA recommends that vessel operators assume that any whale sighted within 30 nautical miles of the coast is a Right Whale. For the latest advisories and sightings, operators are requested to monitor USCG Broadcast Notice to Mariners, NAVTEX, NOAA Weather radio, Cape Cod Vessel Traffic Control and Bay of Fundy Vessel Traffic Control. Consult the U.S. Coast Pilot for ways to avoid hitting Right Whales and applicable regulations. Commercial vessels over 300 GT are reminded to comply with the requirement of the mandatory ship reporting system. For further information, consult 33CFR 169 or the U.S. Coast Pilot.

### **VA - CHESAPEAKE BAY - NORFOLK HARBOR AND ELIZABETH RIVER (EASTERN BRANCH) BRIDGE RESTRICTIONS**

Mariners are advised that the Commander, Fifth Coast Guard District, has approved a temporary deviation from the operating regulations at the Berkley Bridge, at mile 0.4, across the Elizabeth River (Eastern Branch), in Norfolk, Virginia. To facilitate electrical and mechanical repairs, this deviation allows the drawbridge to remain closed-to-navigation each day, from 7 a.m. to 7 p.m., on three two-day closure periods: December 28 & 29, 2005; January 24 & 25, 2006; and February 21 & 22, 2006. At all other times, the drawbridge will operate in accordance with the operating drawbridge regulations set out in Title 33 Code of Federal Regulations Part 117.1007. Chart: 12253.

LNM: 47/05

### **AUTOMATIC IDENTIFICATION SYSTEM ADVISORY**

The Coast Guard has noticed that many Automatic Identification System (AIS) users are not updating their unit to accurately reflect voyage related information-navigation status, static draft, destination, ETA, etc. Further, the Coast Guard has encountered AIS units that either do not transmit at all or improperly transmit the vessel's dynamic data-position, course, speed, heading, etc. The former problem requires due diligence on behalf of the user, the latter is most likely due to the improper installation or operation of external sensors-gyro or heading device and vessel

#### **AUTOMATIC IDENTIFICATION SYSTEM ADVISORY**

GPS system-inputted into the AIS. AIS users are compelled to properly operate their AIS at all times (33 CFR § 164.46). They should pay close attention to these matters, and are encouraged to make each other aware of AIS discrepancies they come upon. Improper operation of AIS could subject the user to civil penalties not to exceed \$25,000. Note, AIS data can be invaluable, however, as with any source of navigation information; it should not be solely relied upon in making navigational and collision-avoidance decisions. Further, while AIS allows for safety related ship-to-ship text messaging to communicate with others and make passing arrangements, these communications do not meet the requirements of the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201 et seq.) for broadcasts on the designated bridge-to-bridge channel, nor do they relieve a vessel operator from the Navigation Rules requirement to sound whistle signals or display lights and shapes. To report an AIS problem or for further information regarding AIS, including our plans to extend carriage requirements, visit [www.navcen.uscg.gov/enav/ais](http://www.navcen.uscg.gov/enav/ais).

#### **SEASONAL CHANGES/REMOVAL OF AIDS TO NAVIGATION**

Coast Guard Aids to Navigation units have commenced their seasonal reliving of and changes to aids to navigation within the Fifth Coast Guard District. Mariners are advised to refer to the LIGHT LIST, VOLUME II, ATLANTIC COAST, SHREWSBURY RIVER, NEW JERSEY TO LITTLE RIVER, SOUTH CAROLINA, 2004 EDITION for specific dates on when certain aids to navigation will be removed or advertised characteristics changed.

#### **CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION**

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.

Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.01).

#### **CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE**

Mariners have been advised that there has been an amendment to the Chesapeake Bay Regulated Navigation Area which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the Regulated Navigation Area. To obtain permission, vessels shall contact the Joint Harbor Operations Center (JHOC) prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

#### **PORTS AND WATERWAYS INFORMATION LINE**

A Coast Guard toll-free hotline is now available to provide both commercial and recreational mariners with the latest, up-to-date information on local waterways and port openings, closures and restrictions. The Coast Guard Maritime Safety Line, 1-800-682-1796, has information from over 30 Coast Guard Captains of the Port (COTP) from the Mississippi River to the Atlantic Ocean. The Safety Line is broken into five regions:

Northeast Region Eastern New York, Rhode Island, Maine and Massachusetts.

Mid-Atlantic/Southeast Region -Eastern and southern Florida, South and North Carolina, Virginia, Maryland and eastern Pennsylvania.

Gulf Region - Northwest Florida, Alabama, Louisiana and Texas.

Great Lakes Region -Western New York, Ohio, Michigan, Illinois, Wisconsin and Minnesota.

Mid-West Rivers Region - Missouri, West Virginia, western Pennsylvania, Kentucky and Tennessee.

Puerto Rico has its own information line with information on 22 ports at (787)-706-2415.

#### **REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ**

## **REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ**

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to [ballast@serc.si.edu](mailto:ballast@serc.si.edu), faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD. 21037-0028.

## **AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE**

The Office of Coast Survey, National Ocean Service (NOS) and NOAA, announces a new Internet service to the marine public at the following web site: This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Geo-Spatial Intelligence (NGA) for inclusion in their Local Notice To Mariners (LNM) and Notice To Mariners (NTM) respectively. Additionally, updates to the United States Coast Pilot, Volumes 1-9, are posted on this web site. This web site must not be viewed as a substitute for either the USCG LNM or the NGA NTM. Aid to navigation changes and other important information published in USCG and NGA notices are not available on this web site.

## **USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER**

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via-e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: [webmaster@navcen.uscg.mil](mailto:webmaster@navcen.uscg.mil) or on the World Wide Web at <http://www.navcen.uscg.gov>.

## **NAUTICAL CHART UPDATES**

The National Ocean Service (NOS) has moved and expanded the function of its -critcorr- website. The new -Nautical Chart Updates- website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the Coast Guard Local Notice to Mariners and the Canadian Coast Guard Notice to Mariners. To access the website and for more information go to: <http://chartmaker.ncd.noaa.gov/> and click on -Chart Updates-.

## **NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS**

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

## **PREPARATION OF PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM**

On November 23, 2005, the U.S. Coast Guard (USCG) published a Notice of Intent; Notice of Public Meeting; and Request for Comments in the Federal Register (Volume 70, Number 225, page 70862) concerning the preparation of a Programmatic Environmental Impact Statement (PEIS) as part of the environmental planning process for a Nationwide Automatic Identification System (NAIS). The NAIS project was initiated as a component of implementing the Maritime Transportation Security Act of 2002. Implementation of the NAIS, in part, involves installing Automatic Identification System (AIS) equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers. The NAIS project is being conducted to provide the USCG with the capability to receive and distribute information from shipboard AIS equipment in order to enhance Maritime Domain Awareness. The project will provide detection and identification of vessels carrying AIS equipment approaching or operating in the maritime domain where little or no vessel tracking currently exists. Publication of this notice begins a scoping process that identifies and determines the scope of environmental issues to be addressed in the PEIS.

**PREPARATION OF PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM**

This notice requests public participation in the scoping process and provides information on how to participate. The section of the Federal Register containing the PIES notice can be accessed via the Internet at <http://dmses.dot.gov/docimages/p83/373427.pdf>

LNM: 49/05

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**SECTION II - DISCREPANCIES**

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

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**DISCREPANCIES (FEDERAL AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
40	Brigantine Inlet Lighted Wreck Buoy WR2	MISSING	12318	0398AC	50/05	
670	Cape Lookout Light	LT IMCH	11545	0618D5	46/05	
720	Beaufort Inlet Channel Lighted Whistle Buoy BM	RAC INOP	11547	0509D5	38/05	
840	Frying Pan Shoals Lighted Buoy 2FP	LT EXT	11536	0593D5	44/05	
942	Barnegat Inlet North Breakwater Light 6	DBD DMGD	12324	0389AC	48/05	
1110	Little Egg Inlet Lighted Buoy 3	LT EXT	12316	0368AC	45/05	
2125	Rehoboth Bay Daybeacon 12	MISSING	12216	0023ES	06/04	
2145.1	Rehoboth Bay Channel Daybeacon 18A	TRUB	12216	0110ES	32/05	
2148	Rehoboth Bay Channel Daybeacon 19	TRUB	12216	0048ES	09/04	
2275	Mispillion Inlet North Jetty Light 2	LT EXT	12304	0354AC	44/05	
3840	Enterprise Upper Range Front Light	REDUCED INT	12314	NONEDB	36/05	
3845	Enterprise Upper Range Rear Light	REDUCED INT	12314	NONEDB	36/05	
4420.1	Indian River Inlet Daybeacon 17A	TRLB	12216	0018ES	05/04	
4430	Indian River Junction Light IR	TRLB	12216	0102ES	30/05	
4445	Pepper Creek Daybeacon 2	TRUB	12216	0111ES	32/04	
4470	Pepper Creek Lighted Buoy WR10	TRLB	12216	0101ES	22/04	
4780	Isle of Wight Bay Daybeacon 1	TRUB	12211	0095ES	27/05	
5040	Sinepuxent Bay Channel Light 11	TRLB	12211	0093ES	26/05	
5326	Chincoteague Channel Daybeacon 12A	TRUB	12210	0085ES	25/05	
5331	Chincoteague Channel Daybeacon 13A	TRLB	12211	0145ES	49/05	
5390	Chincoteague Channel Daybeacon 27	TRLB	12210	0133ES	45/05	
5825	Virginia Inside Passage Daybeacon 72	TRUB	12210	0193ES	51/04	
5855	Parker Creek Channel Buoy 2	MISSING	12210	0087ES	25/05	
5870	Virginia Inside Passage Light 82	LT EXT	12210	0147ES	50/05	
6155	Virginia Inside Passage Daybeacon 162	TRUB	12210	NONEHR	25/04	
6590	Virginia Inside Passage Light 267	TRLB	12222	0255HR	26/05	
6765	Quinby Creek Daybeacon 5	TRUB	12210	0066ES	19/05	
6775	Quinby Creek Light 9	TRLB	12210	0066ES	19/05	
6790	North Inlet Light 1	TRLB	12210	NONEHR	11/04	
6987	Spit Bar Light SB	MISSING	12224	0256HR	26/05	
7325	Stingray Point Light	TRLB/LT EXT	12235	0437HR	44/05	
8685	Pooles Island East Range Rear Light	LT EXT	12278	0700BA	49/05	
9552.5	Norfolk International Terminal North Channel Lighted Buoy 6	MISSING	12245	0479HR	48/05	
9565	Norfolk International Terminal Daybeacon 6	MISSING	12245	0481HR	48/05	
9815	Portsmouth Marine Terminal Buoy 3	OFF STA	12253	0497HR	50/05	
9820	Portsmouth Marine Terminal Buoy 4	OFF STA	12253	0429HR	43/05	
10715	Lafayette River Channel Daybeacon 15	TRLB	12245	0330HR	33/05	

10905	Hampton River Light 6	LT EXT/DBD DEST	12245	0498HR	50/05
12720	James River Light 154	TRLB/DBN DEST	12252	0428HR	43/05
14290	Southwest Branch Daybeacon 4	DBD DEST	12241	0485HR	49/05
14850	Queens Creek Daybeacon 6A	TRUB	12235	0377HR	38/05
15720	Rappahannock River Daybeacon 60	TRUB	12237	0334HR	35/05
15725	Rappahannock River Daybeacon 62	TRUB	12237	0345HR	35/05
15735	Rappahannock River Daybeacon 64	TRUB	12237	0346HR	35/05
15760	Rappahannock River Daybeacon 70	TRUB	12237	0348HR	35/05
15770	Rappahannock River Daybeacon 74	TRUB	12237	0353HR	35/05
15785	Rappahannock River Daybeacon 78	TRUB	12237	0350HR	35/05
17095	Breton Bay Daybeacon 7A	TRLB/HAZ NAV	12286	0631BA	43/05
17905	Upper Potomac River Lighted Buoy 21	BUOY DMGD	12288	0600BA	39/05
18780	Georgetown Channel Buoy 3	OFF STA	12289	0292BA	14/05
18800	St Jerome Creek Daybeacon 1A	TRLB/HAZ NAV/DBD DEST	12233	0380BA	21/05
23400	Goose Creek Channel Daybeacon 2	DBN DMGD	12231	0466BA	28/05
23495	Lower Thorofare Channel Light 2	SS INOP	12231	0584BA	38/05
24100	Nanticoke River Light 20	LT EXT	12261	0692BA	49/05
24545	Honga River Channel Light 15	LT EXT	12261	0695BA	49/05
24805	Trippe Bay Buoy 4	MISSING	12266	0444BA	27/05
25480	Tred Avon River Light 16	DBD DEST	12266	0687BA	49/05
25525	Irish Creek Daybeacon 6	TRUB	12266	0220BA	14/01
28645	Hatteras Inlet Lighted Buoy 2	OFF STA	11555	0090NC	41/05
28955	Teaches Hole Channel Lighted Buoy 20	HAZ NAV	11550	0181NC	49/05
28960	Teaches Hole Channel Lighted Buoy 22	HAZ NAV	11550	0181NC	49/05
29328	Beaufort Inlet Channel Lighted Whistle Buoy BM	RAC INOP	11547	0509D5	38/05
29495	Bogue Inlet Buoy 1	OFF STA	11541	0117NC	43/05
29500	Bogue Inlet Buoy 2	OFF STA	11541	0076NC	43/05
29515	Bogue Inlet Buoy 5	OFF STA	11541	0076NC	46/05
29585	Bogue Inlet Channel Light 21	TRLB	11541	0076NC	38/05
29655	New River Inlet Buoy 1	OFF STA	11541	0147NC	46/05
29660	New River Inlet Buoy 2	OFF STA	11541	0148NC	46/05
29675	New River Inlet Lighted Buoy 5	OFF STA	11541	0149NC	46/05
29680	New River Inlet Buoy 6	OFF STA	11541	0150NC	46/05
29700	New River Inlet Buoy 8	OFF STA	11541	0151NC	46/05
29830	New River Channel Daybeacon 29	DBN DMGD	11542	0076NC	46/05
29845.2	Stones Bay Warning Daybeacon B	DBN DMGD	11542	0076NC	38/05
29845.3	Stones Bay Warning Daybeacon C	DBN DMGD	11542	0076NC	38/05
29845.4	Stones Bay Warning Daybeacon D	DBN DMGD	11542	0076NC	38/05
29900	Wallace Creek Light 2	LT EXT	11542	0119NC	43/05
29975	New Topsail Inlet Buoy 1	OFF STA	11541	0198NC	50/05
30140.12	Old Topsail Creek Buoy 12	MISSING	11541	0197NC	50/05
30320	Cape Fear River Entrance Channel Lighted Buoy 4	OFF STA	11536	0196NC	50/05
30520	Cape Fear River Channel Lighted Buoy 22	OFF STA	11534	0184NC	49/05
30550	Cape Fear River Channel Lighted Buoy 27	OFF STA	11534	0134NC	45/05
30665	Cape Fear Channel Lighted Buoy 30	LT EXT	11534	NONEFM	46/05
31380	Albemarle Sound Entrance Light AS	TRLB	11553	0119NC	29/05
31860	Chowan River Daybeacon 24	TRUB	12205	0116NC	28/05
31895	Chowan River Daybeacon 32	TRUB	12205	0117NC	28/05
32290	Frisco Approach Light 2F	TRUB	11555	NONEFM	46/05
34320	Harbor Island Warning Daybeacon	DBN DMGD	11550	0102NC	10/03
34770	North River Warning Light	DBN DMGD	11545	0527NC	49/03
35035	New Jersey Intracoastal Waterway Light 17	DBD DMGD	12324	0331AC	40/05

35055	New Jersey Intracoastal Waterway Light 22	LT EXT	12324	0374AC	45/05
35540.1	New Jersey Intracoastal Waterway Buoy 131A	MISSING	12316	0393AC	49/05
35867	New Jersey Intracoastal Waterway Buoy 221	MISSING	12316	0347AC	43/05
36765	Cape May Harbor Light 14	DBN DMGD	12317	0397AC	50/05
37055	Albemarle Sound Entrance Light AS	TRLB	11553	0119NC	29/05
39045	Bogue Inlet Channel Light 21	TRLB	11541	0076NC	38/05
39360	New River/ Cape Fear River Daybeacon 19	DBN DMGD	11541	0076NC	39/05
39825	New River/Cape Fear River Light 163	TRLB	11534	0076NC	38/05
39870	New River/Cape Fear River Daybeacon 174	TRUB	11534	0160NC	47/05
39910	Cape Fear Channel Lighted Buoy 30	LT EXT	11534	NONEFM	46/05
39945	Cape Fear River Channel Lighted Buoy 27	OFF STA	11534	0134NC	45/05
40010	Cape Fear River Channel Lighted Buoy 22	OFF STA	11534	0184NC	49/05
40070	Cape Fear Little River Daybeacon 9	MISSING	11534	0131NC	44/05
40220	Cape Fear Little River Daybeacon 46	TRUB	11534	NONEFM	46/05
40380	Cape Fear Little River Daybeacon 91	DBN IMCH	11534	0070NC	17/05

#### DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
135	Cape May Harbor Inlet Lighted Bell Buoy 2CM	RELIGHTED	12317	0369AC	45/05	50/05
155	Cape May Light	WATCHING PROPERLY	12316	0399AC	50/05	50/05
1435	Cape May Harbor Inlet Lighted Bell Buoy 2CM	RELIGHTED	12317	0369AC	45/05	50/05
1550	Delaware Bay Main Channel Lighted Bell Buoy 12	RELIGHTED	12214	0395AC	49/05	50/05
1555	Brandywine Shoal Light	WATCHING PROPERLY	12214	0396AC	49/05	50/05
1580	Delaware Bay Main Channel Light 19	RELIGHTED	12304	0395AC	50/05	50/05
2950	Deepwater Point Range Lighted Gong Buoy 5D	RELIGHTED	12311	0346DB	49/05	50/05
6095	Virginia Inside Passage Daybeacon 149	REBUILT/RECOVERED	12210	0140ES	49/05	51/05
7435	Tangier Sound Light	RELIGHTED	12228	0473HR	47/05	50/05
8355	Swan Point Channel South Range Rear Light	RELIGHTED	12272	0701BA	49/05	50/05
8375	Upper Chesapeake Channel Lighted Buoy 8	WATCHING PROPERLY	12272	0690BA	49/05	50/05
8440	Brewerton Channel Eastern Extension Lighted Buoy 10	WATCHING PROPERLY	12278	0703BA	49/05	50/05
9770	Western Branch Channel Daybeacon 9	REBUILT/RECOVERED	12253	0361HR	35/05	50/05
13595	West Branch Channel Entrance Light 1	REBUILT/RECOVERED	12241	0491HR	49/05	50/05
13925	Upper York River Light 13	WATCHING PROPERLY	12243	0492HR	49/05	50/05
14475	Horn Harbor Light 7	WATCHING PROPERLY	12238	0486HR	49/05	50/05
19745	Horn Point Warning Light HP	WATCHING PROPERLY	12283	0704BA	50/05	50/05
22715	Tangier Sound Light	RELIGHTED	12228	0473HR	47/05	50/05
23110	Big Thorofare Channel Daybeacon 33	REBUILT/RECOVERED	12228	0655BA	46/05	50/05
23200	Big Thorofare West Channel Light 1	WATCHING PROPERLY	12228	0586BA	38/05	50/05
26165	Miles River Light 1	REBUILT/RECOVERED	12270	0699BA	49/05	50/05
28400	Roanoke Sound Channel Light 10	REBUILT/RECOVERED	12204	0195NC	50/05	50/05
30319	Cape Fear River Entrance Channel Lighted Buoy 3	RELIGHTED	11537	0192NC	49/05	50/05
30320	Cape Fear River Entrance Channel Lighted Buoy 4	WATCHING PROPERLY	11536	0182NC	49/05	50/05
30340	Cape Fear River Entrance Channel Lighted Buoy 6	RELIGHTED	11537	0183NC	49/05	50/05
30345	Cape Fear River Entrance Channel Lighted Buoy 7	RELIGHTED	11537	0193NC	49/05	50/05



34945	Manasquan River Light 4	WATCHING PROPERLY	12324	0384AC	47/05	50/05
37600	Great Bridge Albemarle Sound Daybeacon 112	REBUILT/RECOVERED	12206	0127NC	30/05	50/05
37615	Great Bridge Albemarle Sound Light 116	WATCHING PROPERLY	12206	0141NC	46/05	50/05
37615	Great Bridge Albemarle Sound Light 116	WATCHING PROPERLY	12206	0194NC	50/05	50/05
37650	Great Bridge Albemarle Sound Daybeacon 127	REBUILT/RECOVERED	12206	0156NC	46/05	50/05
40350	Cape Fear Little River Light 83	REBUILT/RECOVERED	11534	0076NC	38/05	51/05

#### DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1145	Marshelder Channel Buoy 2	MISSING	12316	0449AC	50/03	
1345	Ship Channel Buoy 5	OFF STA	12316	0358AC	44/05	
1385	Ship Channel Buoy 13	OFF STA	12316	0367AC	45/05	
2119.19	Herring Creek Daybeacon 19	DBN DEST	12216	0140ES	34/03	
3225	Chester Transmission East Lights (4)	FS INOP	12312	0196DB	26/05	
4880	Thorofare Channel Buoy 4	MISSING	12211	NONED5	24/05	
4885	Thorofare Channel Buoy 5	OFF STA	12211	NONED5	24/05	
4890	Thorofare Channel Buoy 6	MISSING	12211	NONED5	24/05	
4905	Thorofare Channel Buoy 12	OFF STA	12211	0110ES	47/00	
4940	Ocean Pines Outfall Light A	DBN DEST	12211	NONED5	24/05	
4945	Ocean Pines Outfall Daybeacon B	DBN DEST	12211	NONED5	24/05	
5160	Chincoteague Bay State Boundry Line Buoy A	OFF STA	12211	NONEES	20/05	
5165	Chincoteague Bay State Boundry Line Buoy B	OFF STA	12211	NONEES	20/05	
5175	Chincoteague Bay State Boundry Line Buoy D	OFF STA	12211	NONEES	20/05	
5180	Chincoteague Bay State Boundry Line Buoy E	ADRIFT	12211	0502BA	31/05	
5180	Chincoteague Bay State Boundry Line Buoy E	OFF STA	12211	NONEES	20/05	
5453	Coards Marsh SAV Sanctuary Daybeacon A	MISSING	12211	NONEES	20/05	
5453.1	Coards Marsh SAV Sanctuary Daybeacon B	MISSING	12211	NONEES	20/05	
5453.2	Coards Marsh SAV Sanctuary Daybeacon C	MISSING	12211	NONEES	20/05	
5457	Greenbackville SAV Sanctuary Daybeacon A	MISSING	12211	0040ES	07/04	
5457.1	Greenbackville SAV Sanctuary Daybeacon B	MISSING	12211	0040ES	07/04	
9730	Elizabeth River Deperming Range Obstruction Light	DBN DMGD	12253	0566HR	40/03	
10157.03	Crab Creek Buoy 5 (City of VA. Beach)	MISSING	12254	0158HR	16/05	
10157.05	Crab Creek Buoy 7 (City of VA. Beach)	BUOYDMGD	12254	0159HR	16/05	
10157.06	Crab Creek Buoy 8 (City of VA. Beach)	BUOYDMGD	12254	0160HR	16/05	
10205	Lynnhaven Inlet-Western Branch Daybeacon 6	DBN IMCH	12254	0116HR	11/05	
10331.14	Lynnhaven River-Western Branch Daybeacon 43	DBN DEST	12254	0161HR	16/05	
10331.17	Lynnhaven River-Western Branch Daybeacon 47	DBN DEST	12254	0162HR	16/05	
10331.24	Lynnhaven Inlet-Western Branch Daybeacon 57	DBN DEST	12254	0163HR	16/05	
10332.3	Lynnhaven River- Eastern Branch Daybeacon 5	DBN DEST	12222	0164HR	16/05	
10332.6	Lynnhaven River- Eastern Branch Daybeacon 8	DBN DEST	12222	0165HR	16/05	
10332.9	Lynnhaven River-Eastern Branch Daybeacon 13	DBN DEST	12222	0166HR	16/05	
10334.6	Lynnhaven River-Eastern Branch Daybeacon 37	DBN DEST	12222	0167HR	16/05	

10334.7	Lynnhaven River-Eastern Branch Daybeacon 38	DBN DEST	12222	0168HR	16/05
10881	HRSD Newport News Pt. Outfall Lighted Buoy BH	LT EXT	12245	0360HR	35/05
11065	Virginia Power West Tower Light	LT EXT	12248	0519HR	48/04
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	0332HR	29/04
12957.01	Fox Hill Channel Daybeacon 1	MISSING	12238	0507HR	46/04
13070	Harris River Approach Daybeacon 8	DBN DMGD	12238	0226HR	19/04
13575	Virginia Power Underwater Obstruction Light A	LT EXT	12238	0266HR	23/04
13585	Viginia Power Intake Jetty Light A	LT EXT	12238	0501HR	44/04
13630	Wormley Creek Marina Buoy 1	BUOY DMGD	12238	0493HR	50/05
16845	Mill Creek Daybeacon 2	DBN DMGD	12233	0142BA	05/01
17845	Nanjemoy Creek Daybeacon 5	DBN DEST	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12288	0197BA	26/02
18430	Little Hunting Creek Lighted Buoy 4	OFF STA	12289	0366BA	18/03
18850	Buzz's Marina Channel Daybeacon 6	DBN DEST	12233	0296BA	12/03
18860	N.A.S. Patuxent River Basin Entrance Light 2	DBN DMGD	12233	0337BA	24/01
18865	N.A.S. Patuxent River Basin Entrance Light 1	DBN DMGD	12233	0338BA	24/01
18995	ST. John Creek Daybeacon 2	DBN IMCH	12284	0355BA	19/05
19030	West Seaplane Basin Entrance Light 1	LT IMCH	12264	0182BA	08/05
19035	West Seaplane Basin Entrance Light 2	LT IMCH	12264	0183BA	08/05
19062	Solomons Island Fishing Pier Light	LT EXT	12284	0179BA	08/05
19152	Academy of Natural Science Intake Light B	LT EXT	12264	0178BA	08/05
19215	Cape St. Mary's Marina Breakwater Light	LT EXT	12264	0180BA	08/05
19275	Chalk Point Cable Crossing Tower Light B	LT EXT	12264	0181BA	08/05
19277	Chalk Point Cable Crossing Tower Light 29	DBN IMCH	12264	0150BA	08/05
19278	Chalk Point Power Light 30 (B G & E)	LT IMCH	12264	0151BA	08/05
19279	Chalk Point Tower Light C (BG & E)	LT IMCH	12264	0152BA	08/05
19280	Chalk Point Tower Light D (BG & E)	LT IMCH	12264	0153BA	08/05
19780	Triton Light	LT EXT	12282	0933BA	51/04
19840	Chesapeake Harbor Entrance Light 2	LT IMCH	12282	0889BA	47/04
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	0890BA	47/04
20210	Forked River Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20235	Blackhole Creek Light 2	DBN DMGD	12282	0594BA	39/03
20430	Pennwood Channel Range Front Light	LT EXT	12278	0633BA	43/05
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0335BA	18/05
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0302BA	36/02
20705	Sollers Point Daybeacon 1	LT EXT	12281	0732BA	52/03
20760	HAW Generating Plant Channel Buoy 7	BUOYSINK	12278	0594BA	39/03
20805	Hawkins Point Pier Buoy 2	OFF STA	12278	0103BA	18/02
21543	Kings Creek Channel Light 5	LT IMCH	12224	NONED5	24/05
22095	Onanock Creek Channel Buoy 1 (South Branch)	MISSING	12228	0277BA	12/05
22415	Pocomoke Sound State Boundary Line DBN E	BUOYSINK/BUOYDMGD	12228	0220BA	07/04
22420	Pocomoke Sound State Boundary Line DBN F	MISSING	12228	0292BA	09/04
22435	Pocomoke Sound State Boundary Line DBN J	MISSING	12228	0293BA	09/04
22945	Ward Creek Daybeacon 1	DBN IMCH	12231	0504BA	31/05
22950	Ward Creek Daybeacon 2	DBN IMCH	12231	0505BA	31/05
22955	Ward Creek Daybeacon 3	DBN IMCH	12231	0506BA	31/05
22960	Ward Creek Daybeacon 4	DBN IMCH	12231	0507BA	31/05

22965	Ward Creek Daybeacon 5	DBN IMCH	12231	0508BA	31/05
22970	Ward Creek Daybeacon 6	DBN IMCH	12231	0509BA	31/05
22985	Ward Creek Danger Marker A	MISSING	12231	0503BA	31/05
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
25316.13	Upper Choptank River Buoy 19	LT EXT	12268	0801BA	41/04
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
26270	Cox Creek Daybeacon 4	DBN DEST	12270	0312BA	09/04
26343.3	Greenwood Creek Buoy 4	OFF STA	12270	0411BA	24/03
27080	Back River Daybeacon 7	DBN DEST	12278	0488BA	30/05
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04
27363	Bush River Light 9	LT EXT	12274	0332BA	17/05
27364	Bush River Light 10	LT EXT	12274	0332BA	17/05
27900	Upper Elk River Buoy 2	MISSING	12274	0013BA	03/04
27905	Upper Elk River Buoy 4	MISSING	12274	0014BA	03/04
28697	South Ferry Terminal Buoy FD2	BUOYDMGD	11550	0068NC	16/04
29363	Beaufort Inlet Shipwreck Warning Buoy	OFF STA	11547	0089NC	41/05
29845.6	Stones Bay Warning Daybeacon F	DBN DMGD	11542	0076NC	38/05
30562.3	Sunny Point Terminal Warning Light L	TRLB	11534	0016FM	02/03
31350	Colington Harbor Entrance Daybeacon 3	DBN DEST	12205	0224CH	52/04
33200	Jacobs Creek Canal Daybeacon 1	DBN DMGD	11554	0339FM	34/02
33205	Jacobs Creek Canal Daybeacon 2	DBN DMGD	11554	0340FM	34/02
33427	Swan Point Warning Daybeacon A	MISSING	11548	0088FM	09/03
38570	Triple S. Marina Daybeacon 8	DBN DEST	11547	0505FM	51/01
39125	Cow Creek Channel Daybeacon 1	DBN DMGD	11541	0076NC	38/05
39125	Cow Creek Channel Daybeacon 1	DBN IMCH	11541	0310FM	33/04
	Cherrystone Artifical Reef Buoys	MISSING	12221	NONED5	24/05
	Fox Hill Channel Daybeacon 9	MISSING	12238	0508HR	46/04
	Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05
	OCEAN PINES ASSOCIATION BUOY 1	MISSING	12211	NONED5	24/05
	OCEAN PINES ASSOCIATION BUOY 2	MISSING	12211	NONED5	24/05
	OCEAN PINES ASSOCIATION BUOY 3	MISSING	12211	NONED5	24/05
	OCEAN PINES ASSOCIATION BUOY 4	MISSING	12211	NONED5	24/05
	Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05
	Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05
	Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05
	Parramore Artifical Reef Buoy	MISSING	12210	0071ES	21/05
	SUNSET MARINA DAYBEACON 3	DBN DEST	12211	NONED5	24/05
	Wachapreague Artifical Reef Buoys	MISSING	12210	0072ES	21/05

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2985	New Castle Flats Lower Dolphin Light	WATCHING PROPERLY	12311	0267DB	36/05	50/05
2990	New Castle Flats Upper Dolphin Light	WATCHING PROPERLY	12311	0162DB	20/05	50/05
12860	Salt Ponds Daybeacon 4	WATCHING PROPERLY	12222	0439HR	44/05	50/05
12865	Salt Ponds Daybeacon 5	WATCHING PROPERLY	12222	0475HR	48/05	50/05
12885	Salt Ponds Daybeacon 9	WATCHING PROPERLY	12222	NONEHR	02/05	50/05

#### PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

#### PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

### SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

#### TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8530	Tolchester Light	DISCONTINUED	12272	0537D5	47/04	
9500	Elizabeth River Channel Lighted Buoy 8	RELOCATED FOR DREDGING	12245	0311D5	21/05	
9552	Norfolk International Terminal North Channel Buoy 4	DISCONTINUED	12245	0588D5	43/05	
9570	Norfolk International Terminal Daybeacon 8	DISCONTINUED FOR DREDGING	12245	0638D5	48/05	
11895	James River Channel Lighted Buoy 27	RELOCATED FOR DREDGING	12248	0552D5	41/05	52/05
11903	James River Channel Lighted Buoy 29	RELOCATED FOR DREDGING	12248	0552D5	41/05	52/05
11905	James River Channel Lighted Buoy 30	RELOCATED FOR DREDGING	12248	0552D5	41/05	52/05
30670	Cape Fear River Channel Lighted Buoy 31	DISCONTINUED FOR DREDGING	11534	0530D5	39/05	
31055	Shallotte Inlet Buoy 1	DISCONTINUED	11534	0144D5	12/05	
31060	Shallotte Inlet Buoy 2	DISCONTINUED	11534	0144D5	12/05	
31065	Shallotte Inlet Buoy 3	DISCONTINUED	11534	0144D5	12/05	
31070	Shallotte Inlet Buoy 4	DISCONTINUED	11534	0144D5	12/05	
31075	Shallotte Inlet Buoy 5	DISCONTINUED	11534	0144D5	12/05	
31080	Shallotte Inlet Buoy 6	DISCONTINUED	11534	0144D5	12/05	
31082	Shallotte Inlet Buoy 7	DISCONTINUED	11534	0144D5	12/05	
31085	Shallotte Inlet Buoy 8	DISCONTINUED	11534	0144D5	12/05	
31085	Shallotte Inlet Buoy 8	DISCONTINUED	11534	0144D5	31/05	
31087	Shallotte Inlet Buoy 9	DISCONTINUED	11534	0144D5	12/05	
31090	Shallotte Inlet Buoy 10	DISCONTINUED	11534	0144D5	12/05	
31100	Shallotte Inlet Buoy 12	DISCONTINUED	11534	0144D5	12/05	
39905	Cape Fear River Channel Lighted Buoy 31	DISCONTINUED FOR DREDGING	11534	0530D5	39/05	
	James River Channel Lighted Buoy 27A	ESTABLISHED		0552D5	41/05	52/05
	James River Channel Lighted Buoy 29A	ESTABLISHED		0552D5	41/05	52/05

#### TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

## SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. **It is up to the mariner to decide which chart(s) are to be corrected.** The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
<i>Chart Title:</i> NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3			at 40-41-09.001N	074-02-48.001W
		Green can				
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

<b>11534</b>	<b>33rd Ed.</b>	<b>01-MAR-04</b>	<b>Last LNM: 49/05</b>	<b>NAD 83</b>		<b>50/05</b>
<i>Chart Title:</i> Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek						
<b>CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A</b>						
RELOCATE	Cape Fear Little River Buoy 48				CGD05 from 33-55-14.578N to 33-55-13.877N	078-14-19.488W 078-14-21.511W
RELOCATE	Cape Fear River - Little River Buoy 46A				CGD05 from 33-55-16.391N to 33-55-17.343N	078-14-10.607W 078-14-06.365W
<b>11541</b>	<b>35th Ed.</b>	<b>01-DEC-04</b>	<b>Last LNM: 49/05</b>	<b>NAD 83</b>		<b>50/05</b>
<i>Chart Title:</i> Intracoastal Waterway Neuse River to Myrtle Grove Sound						
<b>CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A</b>						
ADD	Banks Channel Buoy 22 Red				CGD05 at 34-24-28.531N	077-35-38.862W
ADD	New River/Cape Fear River Buoy 99 Green				CGD05 at 34-21-16.237N	077-40-54.546W
<b>12210</b>	<b>36th Ed.</b>	<b>01-NOV-02</b>	<b>Last LNM: 44/05</b>	<b>NAD 83</b>		<b>50/05</b>
<i>Chart Title:</i> Chincoteague Inlet to Great Machipongo Inlet;Chincoteague Inlet						
<b>Main Panel 550 CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET. Page/Side: N/A</b>						
CHANGE	Depth Legend - North Channel to; 3 1/2 FT MAY 2005 (NOS NW-11838)				NOS 37-27-33.100N	075-46-01.600W
<b>12214</b>	<b>46th Ed.</b>	<b>01-DEC-05</b>	<b>Last LNM: 45/05</b>	<b>NAD 83</b>		<b>50/05</b>
<i>Chart Title:</i> Cape May to Fenwick Island						
<b>Main Panel 554 CAPE MAY TO FENWICK ISLAND. Page/Side: N/A</b>						
NEW EDITION	Scale 1: 80,000; New edition due to numerous changes and topographic changes. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See <a href="http://nauticalcharts.noaa.gov/mcd/dole.htm">http://nauticalcharts.noaa.gov/mcd/dole.htm</a> for details. The corresponding traditional paper chart will be available in two to eight weeks.				NOS --	--
<b>12230</b>	<b>62nd Ed.</b>	<b>01-MAY-05</b>	<b>Last LNM: 45/05</b>	<b>NAD 83</b>		<b>50/05</b>
<i>Chart Title:</i> Chesapeake Bay Smith Point to Cove Point						
<b>CHART VA-MD-CHESAPEAKE BAY: SMITH POINT TO COVE POINT. Page/Side: N/A</b>						
RELOCATE	Clay Island Shoal Lighted Wreck Buoy WR1				CGD05 from 38-12-44.595N to 38-12-44.045N	075-57-23.831W 075-57-24.930W
RELOCATE	Nanticoke River Channel Buoy 10				CGD05 from 38-19-55.953N to 38-19-57.240N	075-53-47.560W 075-53-47.724W

<b>12231</b>	<b>27th Ed.</b>	<b>01-SEP-04</b>	<b>Last LNM: 49/05</b>	<b>NAD 83</b>	<b>50/05</b>
<i>ChartTitle: Chesapeake Bay Tangier Sound Northern Part</i>					
<b>Main Panel 569 CHESAPEAKE BAY TANGIER SOUND - NORTHERN PART. Page/Side: N/A</b>					
RELOCATE	Clay Island Shoal Lighted Wreck Buoy WR1			CGD05 from 38-12-44.595N to 38-12-44.045N	075-57-23.831W 075-57-24.930W
<b>12248</b>	<b>41st Ed.</b>	<b>01-DEC-05</b>	<b>Last LNM: 45/05</b>	<b>NAD 83</b>	<b>50/05</b>
<i>ChartTitle: James River Newport News to Jamestown Island; Back River and College Creek</i>					
<b>Main Panel 585 JAMES RIVER NEWPORT NEWS TO JAMESTOWN ISLAND. Page/Side: N/A</b>					
NEW EDITION	Scale 1: 40,000; New edition due to numerous changes and topographic changes. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See <a href="http://nauticalcharts.noaa.gov/mcd/dole.htm">http://nauticalcharts.noaa.gov/mcd/dole.htm</a> for details. The corresponding traditional paper chart will be available in two to eight weeks.			NOS --	--
<b>12261</b>	<b>28th Ed.</b>	<b>01-JUL-02</b>	<b>Last LNM: 44/05</b>	<b>NAD 83</b>	<b>50/05</b>
<i>ChartTitle: Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay</i>					
<b>CHART MD- CHESAPEAKE BAY: HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY. Page/Side: N/A</b>					
RELOCATE	Clay Island Shoal Lighted Wreck Buoy WR1			CGD05 from 38-12-44.595N to 38-12-44.045N	075-57-23.831W 075-57-24.930W
RELOCATE	Nanticoke River Channel Buoy 10			CGD05 from 38-19-55.953N to 38-19-57.240N	075-53-47.560W 075-53-47.724W
<b>12277</b>	<b>33rd Ed.</b>	<b>01-OCT-04</b>	<b>Last LNM: 39/05</b>	<b>NAD 83</b>	<b>50/05</b>
<i>ChartTitle: Chesapeake and Delaware Canal</i>					
<b>Extension 631 CHESAPEAKE AND DELAWARE CANAL . Page/Side: N/A</b>					
CHANGE	Wreck in Feet; Wk (Rep bares 3 ft at MLLW) (NOS NW-12019)		Chart No. 1: K26	NOS 39-34-25.700N	075-34-35.200W
<b>12311</b>	<b>43rd Ed.</b>	<b>01-JUL-04</b>	<b>Last LNM: 48/05</b>	<b>NAD 83</b>	<b>50/05</b>
<i>ChartTitle: Delaware River Smyrna River to Wilmington</i>					
<b>Extension 668 DELAWARE RIVER SMYRNA RIVER TO WILMINGTON. Page/Side: N/A</b>					
CHANGE	Wreck in Feet; Wk (Rep bares 3 ft at MLLW) (NOS NW-12019)		Chart No. 1: K26	NOS 39-34-25.700N	075-34-35.200W
<b>12316</b>	<b>32nd Ed.</b>	<b>01-MAR-05</b>	<b>Last LNM: 49/05</b>	<b>NAD 83</b>	<b>50/05</b>
<i>ChartTitle: Intracoastal Waterway Little Egg Harbor to Cape May;Atlantic City</i>					
<b>Main Panel 674 LITTLE EGG HARBOR TO CAPE MAY. Page/Side: A</b>					
ADD	Accurate Landmark: Tower; TR 12014)		Chart No. 1: E32 (NOS NW-	NOS 39-22-41.310N	074-25-25.850W
<b>12318</b>	<b>43rd Ed.</b>	<b>01-JUN-05</b>	<b>Last LNM: 49/05</b>	<b>NAD 83</b>	<b>50/05</b>
<i>ChartTitle: Little Egg Inlet to Hereford Inlet;Absecon Inlet</i>					
<b>Inset 681 ABSECON INLET. Page/Side: N/A</b>					
ADD	Accurate Landmark: Tower; TR 12014)		Chart No. 1: E32 (NOS NW-	NOS 39-22-41.310N	074-25-25.850W
ADD	Piling; Piling		Chart No. 1: F22 (NOS NW-12014)	NOS 39-22-21.910N	074-24-46.630W

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## SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

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### SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)

Project Date

Ref. LNM

None

#### **NJ/PA - UPPER DELAWARE RIVER - AIDS TO NAVIGATION CHANGE**

On or about 15 December, 2005 the following aids to navigation change will occur:

Upper Delaware River Buoy 52 (LLNR 4015) will be changed to Lighted Buoy 52 (LLNR 4015) displaying a Quick Red (QR) characteristic. Upper Delaware River Buoy 54 (LLNR 4040) will be changed to Lighted Buoy 54 (LLNR 4040) displaying a Quick Red (QR) characteristic. Chart 11537.

#### **NJ/PA - UPPER DELAWARE RIVER - AIDS TO NAVIGATION CHANGE**

On or about 15 January, 2006 the following aids to Navigation changes will occur to the seasonal status are described in the Light List, Vol. II, Atlantic Coast: Shrewsbury River, New Jersey to Little River, South Carolina:

"Replaced by Lighted Ice Buoy when endangered by ice"

Delaware River Lighted Buoy 50 (LLNR 3605)

Bellevue Range Lighted Buoy 6B (LLNR 3110)

"Replaced by Lighted Ice Buoy from January 1 to February 28"

Liston Range Lighted Buoy 7L (LLNR 2465)

Tinicum Island Range Lighted Buoy 5T (LLNR 3315)

Mifflin RANGE Lighted Buoy 1F (LLNR 3380)

Horseshoe Lower Lighted Buoy 35 (LLNR 3510)

Horseshoe Lower Lighted Buoy 37 (LLNR 3520)

Charts: 12311, 12312 & 12313.

#### **MD - BALTIMORE HARBOR - DUNDALK TERMINAL EAST AND WEST CHANNEL - AIDS TO NAVIGATION CHANGE**

On or about December 19, 2005 the following aids to navigation will occur:

1. Dundalk Terminal East Channel Buoy 3 (LLNR 21020) will be relocated to approximate position 39-14-05.884N, 076-32-13.688W and renamed Dundalk Terminal East Channel Buoy 5 (LLNR 21026).
2. Dundalk Terminal East Channel Lighted Buoy 5 (LLNR 21027) will be changed to Lighted Buoy 7 (LLNR 21027).
3. Dundalk Terminal East Channel Buoy 7 (LLNR 21030) to will be changed to Buoy 9 (LLNR 21030).
4. Dundalk Terminal East Channel Buoy 6 (LLNR 21035) to Buoy 10 (LLNR 21035).
5. Dundalk Terminal West Channel Buoy 6 (LLNR 21075) to will be changed to West Channel Buoy 2DW (LLNR 21030)

Chart: 12281.

LNM: 50/05

#### **VA - CHESAPEAKE BAY - NORFOLK HARBOR AND ELIZABETH RIVER (EASTERN BRANCH) - BRIDGE REGULATION CHANGE**

Effective December 12, 2005, the Coast Guard is changing the regulations that govern the operation of the Berkley Bridge across the Eastern Branch of the Elizabeth River, at mile 0.4, in Norfolk, Virginia. The final rule will extend the morning and evening rush hour closure periods so that the morning rush hour period starts at 5 a.m. and ends at 9 a.m., and the evening rush hour starts at 3 p.m. and ends at 7 p.m., Monday through Friday, except Federal holidays. The rule will also reduce the deep-draft commercial vessel requirement to 18 feet and the advance notice period to 6 hours. This change will relieve vehicular traffic congestion during the weekday rush hours while still providing for the reasonable needs of navigation.

Copies of PUBLIC NOTICE 5-1057 which describes the changes in detail can be obtained by writing to the above address or by calling (757) 398-6629. Chart 12253.

#### **VA - ELIZABETH RIVER - NORFOLK INTERNATIONAL TERMINAL - AIDS TO NAVIGATION CHANGE**

On or about December 22, 2005 the Coast Guard will make the following changes to the Norfolk International Terminal. The North Channel aids will have the suffix "N" added to all aid names: Chart:12245.

Norfolk International Terminal:

9552 - North Channel Buoy 4N	36 55 37 N - 076 20 01 W	Red nun.
9552.1 - North Channel Buoy 5N	36 55 44 N - 076 19 56 W	Green can.
9552.5 - North Channel Lighted Buoy 6N	36 55 34 N - 076 19 52 W Q R 3	Red.
9553.5 - North Channel Buoy 8N	36 55 21 N - 076 19 54 W	Red nun.

The South Channel aids will be renamed to include the name designation of "South Channel" as well as, the suffix -S-. Buoy 4 will be relocated, Daybeacon 6 and Daybeacon 8 will be changed to buoys (5x9 hulls) and relocated and Daybeacon 10 will be established.

Norfolk International Terminal:

9555 - South Channel Buoy 2S	36 54 51.000 N, 076 20 06.000 W	Red nun.
9560 - South Channel Buoy 4S	36 54 48.336 N, 076 19 59.778 W	Red nun.
9565 - South Channel Buoy 6S	36 54 37.365 N, 076 19 52.094 W	Red nun.
9570 - South Channel Buoy 8S	36 54 26.290 N, 076 19 44.334 W	Red nun.
9572 - South Channel Daybeacon 10S	36 54 11.089 N, 076 19 41.781 W	TR on pile.

#### NC - CAPE FEAR RIVER - SUNNY POINT TERMINAL - AIDS TO NAVIGATION CHANGE

On or about 31 December, 2005 the following aids to navigation change will occur:

Sunny Point Terminal Lighted Buoy 4S (LLNR 30573) will be changed to Light 4S (LLNR 30573) and be relocated to approximate position 33-59-11N, 077-57-13W. Sunny Point Terminal Light 5S (LLNR 30575) will be relocated to approximate position 33-59-09N, 077-57-18W. Chart: 11537.

#### NC - CAPE FEAR RIVER - SUNNY POINT TERMINAL - AIDS TO NAVIGATION CHANGE

On or about 31 December, 2005 the following aids to navigation changes will occur:

Sunny Point Terminal Light 11 (LLNR 30603) will be established in approximate position 34-00-46.732N, 077-57-10.048W

Sunny Point Terminal Light 12 (LLNR 30605) will be relocated to approximate position 34-00-40.670N, 077-57-06.327W

Sunny Point Terminal Light 17 (LLNR 30620) will be discontinued. Chart: 11537.

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### SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

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#### PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

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### SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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#### VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.



#### **VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS**

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. Charts: 12200, 12205, 12221, 12222 & 12254.

#### **VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE**

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-1- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

#### **VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE**

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37TH) Edition when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during the following periods:

Night live fire operations will commence at 5:30 a.m. and last approximately 90 minutes. Charts: 12203, 12205, 12207 & 12221.

#### **VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE**

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36-49-09N, 075-58-45W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The Camp Pendleton Live Fire Range will be active during the following periods:

Charts: 12203, 12205, 12207 & 12221.

#### **NC - NEW RIVER - FIRING EXERCISES**

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

#### **NC - NEW RIVER - FIRING EXERCISES**

Jacksonville Sector Sunrise to Sunset - daily.

Farnell Bay Sector Sunrise to Sunset - daily.

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight - daily.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight - daily. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

#### **DE - NJ - DELAWARE RIVER - BULKHEAD SHOAL CHANNEL - HAZARD TO NAVIGATION**

The Coast Guard has received a report of a steel pile hazard to navigation located in approximate position 39-34-25.68N, 075-34-35.21W adjacent to the Bulkhead Shoal Channel, between the channel and the shoreline at Dutch Neck, Delaware City, DE. At flood stage this hazard may be completely submerged and invisible. Mariners are requested to transit this area with caution. Charts: 12277 & 12311.

#### **VA / MD / DC - POTOMAC RIVER - UPPER POTOMAC RIVER - EXTENDED CHANNEL RESTRICTION**

Mariners are advised that major bascule construction of the new Woodrow Wilson Memorial Bridge outer loop (I-95/495) drawbridge directly over the Potomac River federal navigation channel is scheduled to occur from September 12, 2005 through September 29, 2005. During this period, the federal navigation channel will be closed to all vessel traffic during daylight hours from Mondays through Fridays and closed to vessel traffic with a vertical clearance of more than 65 feet at all times. Vessels with a vertical clearance of 65 feet or less will be able to use the federal navigation channel during all nighttime hours, as well as Sundays and most Saturdays, depending on construction activities. In addition, the federal navigation channel will remain restricted to vessel traffic for a 24-hours per day/7 days per week period from August 8, 2005 through August 26, 2005 due to the presence of crane and material barges in the federal navigation channel used to provide critical structure support to the bascule. After the first two weeks, the bascule will have become self-supporting, and the 24-hours per day/7 days per week restriction upon vessel traffic will be rescinded. The existing temporary auxiliary channel (east of the federal navigation channel under a fixed span portion of the bridge) will remain available to vessel traffic with a vertical clearance of 45 feet or less (130 ft horizontal clearance and a depth of 22 ft at MLW), during daylight hours, Monday through Friday (and Saturdays if the federal channel is closed). Mariners transiting this part of the waterway may do so, but at their own discretion. Saturdays during daylight will offer either the federal navigation channel (65- maximum vertical clearance) or the auxiliary channel (45- maximum vertical clearance), based on construction activity. During this period, use of the Federal channel (65- maximum vertical clearance) during daylight hours on Saturdays can be arranged by calling Mike Baker, Environmental Manager, Woodrow Wilson Bridge Project at (202) 438-7499, at least 48 hours in advance of intended transit. Clearances and opening procedures for the existing Woodrow Wilson Bridge remain unchanged. Interested mariners can also contact Mr. Ron Houck, U.S. Coast Guard Sector Baltimore/Waterways Management Division, at telephone (410) 576-2674. Charts: 12285 & 12289.

#### **MD - UPPER CHESAPEAKE BAY - BACK RIVER - FROG MORTAR CREEK - MAST HEIGHT WARNING**

FAA requires small craft operators with mast heights of 37 feet or greater to observe caution while transiting Frog Mortar Creek in the vicinity of Martin State Airport. Operators of such vessels shall contact Martin State Airport via telephone at 410-238-1008 prior to entering and when departing the safety area. Chart: 12278.

#### **MD - CHESAPEAKE BAY - ANNAPOLIS HARBOR - DREDGING OPERATIONS**

Mariners are advised that Langenfelder Marine Corp bucket Dredge DB-2400 will conducting dredging operations in the Annapolis Harbor Main Channel between Severn River Channel LB 9 (LLNR 19760) and the Annapolis City Dock until 15 Jan 2006. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipelines, buoys and wires. Mariners are requested to exercise extreme caution and no wake when approaching, passing and leaving a dredge operation location and to strictly comply with the Inland Rules of the Road. Chart: 12282.

LNM: 47/05

#### **MD - CHESAPEAKE BAY - ST JEROME CREEK TO MAGOTHY CREEK - CHOPTANK RIVER AND HERRING BAY - ROCKHOLD CREEK - DREDGING OPERATIONS**

Mariners are advised that dredging operations will occur at the entrance to Rockhold Creek, Anne Arundel County until 31 December, 2005. A dredge material transfer barge is located at the entrance to Parish Creek and an excavator dredge barge is located at the entrance to Rockhold Creek near Deale, MD. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipelines, buoys and wires. Mariners are requested to exercise extreme caution and no wake when approaching, passing and leaving a dredge operation location and to strictly comply with the Inland Rules of the Road. Chart: 12266.

LNM: 47/05

#### **MD - CHESAPEAKE BAY - ROCK HALL HARBOR - SHOALING**

Shoaling has been reported to a depth of 4 feet MLW in the vicinity of Rock Hall Harbor Light 4 (LLNR 26895) and Rock Hall Harbor Light 5 (LLNR 26900) and extending south westerly for approximately 150 yards in the northwest portion of the channel. Chart: 12272.

**MD - UPPER CHESAPEAKE BAY - SPECIAL LOCAL REGULATION FOR MARINE EVENT - NOTICE OF PROPOSED RULE MAKING - VOLVO OCEAN RACE**

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[CGD05-05-130]

RIN 1625-AA08

Special Local Regulations for Marine Events; Chesapeake Bay

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish special local regulations during the "Volvo Ocean Race 2005-2006", sailboat races to be held on the waters of the Chesapeake Bay in the vicinity east of Gibson Island, Maryland and near the William Preston Lane Jr. Memorial (Chesapeake Bay) Bridge near Annapolis, Maryland. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in segments of the Chesapeake Bay during the sailboat races.

DATES: Comments and related material must reach the Coast Guard on or before 15 February 2006.

ADDRESSES: You may mail comments and related material to Commander (oax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 119 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 398-6203. The Auxiliary and Recreational Boating Safety Branch, Fifth Coast Guard District, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the above address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Ron Houck, Project Manager, Marine Information Specialist, U.S. Coast Guard Sector Baltimore, at (410) 576-2674.

LNM: 48/05

**MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFORMATION**

Mariners are advised that construction of the new Woodrow Wilson Memorial Drawbridge across the Potomac River, mile 103.8, between the City of Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2010. Excessive speed and wake by boaters may cause serious or fatal incidents to the Bridge project. It is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone due to the sensitive and precise nature of the work and for worker safety. A temporary floating/sliding bridge will be in place in the waterway during drawbridge construction until further notice. There will be intermittent day-time channel restrictions as a result of the floating bridge and mariners are urged to listen to the BNMs for updates of it's position in the waterway. Mariners are also urged to use extreme caution when transiting this area for work barges, exposed piles, and anchor buoys. For further information and updates to construction operations, contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge Project at 301-567-0094 Ext 242 or visit the Project's website online at [www.wilsonbridge.com](http://www.wilsonbridge.com). Charts: 12285 & 12289.

**VA - COASTAL - CHESAPEAKE BAY ENTRANCE SOUTHERN APPROACH - DREDGING**

On or about 22 December 2005, the Great Lakes Dredge and Dock Dredge PADRE ISLAND assisted by the survey vessel ST. JOHNS RIVER will commence dredging of the Deep Water Route (DW), located in the Southern Approach of the Traffic Separation Scheme (TSS) in the Approaches to the Chesapeake Bay. The Deep Water Route is located between the Inbound and Outbound Traffic Lanes in the Southern Approach. Aids to navigation marking the Southern Approach will be relocated as necessary to facilitate the dredging. Dredge material will be placed in the Dam Neck ODMDS. The Dredge PADRE ISLAND will make securite- calls each time it enters and leaves the TSS, crossing the Outbound Traffic Lane enroute to/from the Offshore Dredge Material Disposal Area (ODMDS). Dredging operations will continue until approximately 31 March 2006. The dredge and survey vessel will be standing by VHF-FM Channels 13 and 16. Mariners are requested to stay clear of the dredge and survey vessel and are requested to exercise extreme caution and no wake when approaching, passing and leaving a dredge operation location and to strictly comply with the Rules of the Road. Charts: 12207, 12208, 12221, 12222 & 12205.

LNM: 50/05

**VA - LOWER CHESAPEAKE BAY - SALT PONDS - SHOALING**

The Salt Ponds Inlet at Hampton, Virginia has been reported to have shoaling to a depth of less than 4 feet MLW at various locations inside the inlet. In addition the groin is under repair by Virginia Marine Structures from 02 September until 30 November, 2005. A 30 x 60 foot barge and a tending craft will be in be working in the entrance. Mariners are requested to navigate with caution and slow speed. Chart: 12222.

LNM: 48/05

**VA-MD-POTOMAC RIVER-PINEY POINT TO LOWER CEDAR POINT - TEMPORARY TARGET BUOYS**

The Naval Surface Warfare Center Dahlgren Division (NSWCDD) will be testing infrared data collection equipment on the Potomac River Test Range (PRTR) using targets deployed on the PRTR during November 07 to 23, 2005, from sunrise until after sunset. NSWCDD will position 10 floating targets, which will be deployed the week of November 7, 2005. Actual testing to be conducted the week of November 14, 2005, and removal of the targets will occur the week of November 21, 2005. The approximate position of each target is

- (1) 38°19.705 N, 077°01.110 W
- (2) 38°19.645 N, 077°01.099 W
- (3) 38°19.705 N, 077°00.786 W
- (4) 38°19.645 N, 077°00.786 W

#### **VA-MD-POTOMAC RIVER-PINEY POINT TO LOWER CEDAR POINT - TEMPORARY TARGET BUOYS**

(5) 38°19.701 N, 077°00.435 W  
(6) 38°19.640 N, 077°00.424 W  
(7) 38°19.701 N, 077° 00.095 W  
(8) 38°19.653 N; 077°00.100 W  
(9) 38°19.701 N, 076°59.804 W  
(10) 38°19.645 N, 076°59.804 W. The approximate position of the meteorological buoy is 38°18.298 N, 076°57.716 W. The targets will be will be lighted, showing a Fl Y 4s characteristic. The target locations should be out of the way of commercial traffic as well as local fishermen. NSWCDD will have project surface craft available the week of November 14, 2005. Vessels traveling this area may contact Dahlgren Range Control on marine band radio Channel 16 VHF-FM, or telephone number (540) 653-8701. Chart: 12286.

#### **VA - LOWER CHESAPEAKE BAY - LYNNHAVEN INLET - DREDGING**

The Dredge WOODY will be conducting dredging operations at the entrance to Lynnhaven Inlet until further notice. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipelines, buoys and wires. Mariners are requested to exercise extreme caution and no wake when approaching, passing and leaving a dredge operation location and to strictly comply with the Inland Rules of the Road. Chart: 12254.

LNM: 47/05

#### **NC - PAMLICO SOUND - TAR RIVER WASHINGTON - HOLIDAY FLOTILLA**

Mariners are advised that the "Holiday Flotilla" will be conducted on December 3rd 2005. The event will begin at 5:00 PM and concludes at 7:00 PM. This event will include approximately 20 vessels ranging in length from 20 to 50 feet. The parade route will begin on the eastside of the Norfolk Southern Railroad bridge and proceed west pass the Washington Waterfront. No restrictions are being placed on the use of any navigable waterways by any other agency. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at christopher.d.humphrey@uscg.mil Chart: 11554.

#### **NC - OREGON INLET - WALTER SLOUGH - SHOALING**

Shoaling has been reported in Walter Slough Channel on the south side of the channel between Walter Slough Channel Daybeacon 8 (LLNR 28335) and Walter Slough Channel Daybeacon 10 (LLNR 28345) Mariners are cautioned about transiting this channel during low water and use extreme caution when transiting this area during other states of the tide. Chart: 12205.

LNM: 47/05

#### **NC - ROANOKE SOUND - DREDGING**

The Dredge MARION will be conducting dredging operations in Roanoke Sound in the vicinity of Roanoke Sound Channel Daybeacon 24A (LLNR 28495) and Roanoke Sound Channel Daybeacon 34 (LLNR 28585) between November 30, 2005 and March 31, 2006. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipelines, buoys and wires. Mariners are requested to exercise extreme caution and no wake when approaching, passing and leaving a dredge operation location and to strictly comply with the Inland Rules of the Road. Chart: 11537.

LNM: 48/05

#### **NC - ATLANTIC INTRACOASTAL WATERWAY - NEW RIVER TO CAPE FEAR RIVER - SHOALING**

A ACOE survey conducted on 29 Jul, 2005 indicates shoaling to a depth of 5.9 feet MLLW in the vicinity AICWW Mile 270.5 at Black Mud Channel. Mariners are cautioned not to transit this channel during low water and use extreme caution when transiting this area during other states of the tide. Chart: 11541.

LNM: 49/05

#### **DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS**

NJ Delaware River Marcus Hook Channel/Anchorage Dredging 26 Sep 31 Dec 2005 PULLEN Ref. LNM 40/05  
PA Cooco Phillips Refinery Pier Marine Construction 28 Sep Jun 2006 Commerce Construction Co. Ref. LNM 40/05.  
MD Rockhold Creek Dredging Until 31 Dec 2005 McLean Contracting Ref. LNM 47/05  
MD Annapolis Harbor Dredging Until 15 Jan 2006 Dredge DB-2400 Ref. LNM 47/05  
MD Browns Creek Dredging 1 Nov 28 Feb 2006 Mclean Contracting Ref LNM 44/05.  
MD Grove Point to Tolchester Beach Dredging 23 Sep 31 Dec 2005 VIRGINIAN Ref. LNM 39/05.  
MD Havre de Grace Yacht Basin and Entrance Dredging until 28 February 2006 DREDGE 31 Ref. LNM 40/05  
VA Chesapeake Bay Entrance Southern Approach of the Traffic Separation Scheme Dredging 22 Dec 31 Mar 2006 DREDGE PADRE ISLAND Ref. LNM 50/05  
VA Lynnhaven Inlet Dredging Until Further Notice DREDGE WOODY Ref. LNM 47/05  
VA Elizabeth River APM Terminal Dredging 13 Jun 04 Jan 2006 Weeks Dredge 312  
VA Rudee Inlet Dredging Until Further Notice DREDGE RUDEE II  
VA Elizabeth River Western Branch Bridge demolition/Construction Apr 2002 Dec 2005 Tidewater Construction  
NC Roanoke Sound Dredging 30 Nov 31 Mar 2006 DREDGE MARION Ref. LNM 48/05.  
NC Wilmington Harbor Dredging 01 Apr 2005 01 Apr 2006 Great Lakes Clamshell Dredge No. 54  
NC Upper Cape Fear River Dredging 23 Aug. 2005 31 Jan 2006 DREDGES CHEROKEE & ENTERPRISE  
NC AIWW-Figure 8 Island Dredging 15 Nov 31 Dec 2005 DREDGE LEXINGTON Ref. LNM 46/05

**DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS**

**SECTION VIII - LIGHT LIST CORRECTIONS**

An Asterisk \*, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
40	Brigantine Inlet Lighted Wreck Buoy WR2 100 yards, 090° from wreck. *	39-24-48.422N 074-13-46.504W	Q R		4	Red.		50/05
7995	Craighill Channel Entrance Range Front Light	39-06-07.132N 076-24-23.487W	Oc W 4s	24		On multi-pile.	Lighted throughout 24 hours. Visible all around; higher intensity on range line.	50/05
				*				
12185	Chickahominy River Buoy 21	37-22-16.528N 076-53-52.870W				Green can.	Maintained from Mar. 15 to Dec. 15. *	50/05
12195.1	Chickahominy River Dam Light B	37-24-23.000N 076-56-18.000W	FI W 2.5s			Daymark on pile worded DANGER KEEP AWAY, DAM SPILLWAY.		50/05
23490	Tangier Sound Lighted Bell Buoy 12	38-06-19.444N 075-58-19.763W	FI R 4s		4	Red.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15. *	50/05
23585	Tangier Sound Lighted Buoy 16	38-11-18.643N 075-58-25.263W	FI R 6s		4	Red.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15. *	50/05
23660	Hooper Strait Channel Lighted Buoy 14	38-12-37.443N 075-58-50.663W	FI R 2.5s		4	Red.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15. *	50/05
23673	Clay Island Shoal Lighted Wreck Buoy WR1 Marks sunken barge. *	38-12-44.045N 075-57-24.930W	Q G		3	Green.		50/05
23680	Wicomico River Lighted Bell Buoy 1	38-12-20.742N 075-55-55.259W	FI G 4s		4	Green.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15. *	50/05
23690	Wicomico River Channel Lighted Buoy 4	38-12-49.392N 075-53-56.895W	FI R 6s		4	Red.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15. *	50/05
24030	Nanticoke River Channel Buoy 10	38-19-57.240N 075-53-47.724W				Red nun.		50/05
30137	Banks Channel Buoy 22	34-24-28.531N 077-35-38.862W				Red nun.		50/05
*	*	*	*	*	*	*	*	
30335	Bald Head Shoal Channel Range Rear Light	33-53-46.166N 077-58-54.701W	Iso W 6s	70		Skeleton tower on platform.	Lighted throughout 24 hours. DAY: Visible on rangeline only. NIGHT: Visible all around; higher intensity on rangeline.	50/05
34320	Harbor Island Warning Daybeacon	35-00-27.474N 076-13-15.732W				NW on multiple pile structure.		50/05

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
39547	New River/Cape Fear River	34-21-16.237N				Green can with yellow square.	50/05
*	Buoy 99	077-40-54.546W	*	*	*	*	*
40223	Cape Fear River - Little River Buoy 46A	33-55-17.343N 078-14-06.365W				Red nun with yellow triangle.	50/05
40235	Cape Fear Little River Buoy 48	33-55-13.877N 078-14-21.511W				Red nun with yellow triangle.	50/05

## PUBLICATION CORRECTIONS

None

## ENCLOSURES

**U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA 2005, (38th) Edition.**

Change No. 23.

Change No. 24.

Change No. 25.

<http://nauticalcharts.noaa.gov/ncd/cpdownload.htm>

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